pared for the Dispatch under the reonal supervision of Mr. John Skel-a Williams, of the banking firm of the L. Williams & Sons.)

The year 1833 was one of financial revolutions, of disaster, and disintegration; that of 1394, while not exempt from such as the great strikes, the labor upris'ngs, tariff changes, and uncertainty regarding our national currency, has been erally a year of recuperation and

For the first six months of the year railroad earnings showed an immense falling off, as compared with the corrending months of the year previous, but about July the tide seemed to turn. and, while the earnings of some roads of our southern roads have been, for the most part, advancing, giving positive indications of the revival of business, which naturally precedes any period of great railroad prosperity.

A TEAR OF REHABILITATION. A TEAR OF REHABILITATION.

While 1838 was distinguished for the unprecedented number of railroad wreckages which occurred, the past year has been pre-eminently one of reorganization and rehabilitation. More railroads have, in the past year, gone through the repair shop, been thoroughly overhauled, and been started out on new careers under the guidance of fresh capital and fresh brains, than in any one year hitherto. The most conspicuous reorganization of 1833 was that of the Richmond Terminal system, not only the first large reorganization to be successfully carried through in the South, but the first in this country since the late panic.

One most important feature of the present situation is a decidedly less an-

One most important feature of the present situation is a decidedly less antagonistic feeling on the part of legislators towards the railroads. This sentiment is showing itself not only in the halls of Congress, where the bill which makes "pooling" among railroads permissible, is now pending with excellent chances of passing, but among the State legislatures (that of Georgia, for example), and with the railroad commissioners there is manifested a much more liberal, live-and-let-live policy than has been shown for years past. The law-making bodies have learned what it is to kill the goose that lays the golden egg, and they see that in the legislative strangling of railroads the Wall-street brokers are by no means the main sufbrokers are by no means the main suf-

That the energies of the people have been much more directed in the past twelve months to the reorganization and rehabilitation of existing roads than to the construction of new lines, is shown by the construction of new lines, is shown by the fact that, according to the Railway-Age, there were only 1,919 miles of rail-road built in 1894 in the whole United States, which is less than any one year since 1875, and the lowest since 1859, with

reached its maximum of activity was issued, when 12.578 miles of new railway were laid. We give below statements of the earnings and operations for the last fiscal year of various railroads diverging from Richmond, and in which our people are largely interested.

SOUTHERN RAILWAY COMPANY. SOUTHERN RAILWAY COMPANY.
About two years ago the task of untangling and of delivering from the throes of almost hopeless bankruptcy that great system of southern roads operating many thousand miles of railway in the south Atlantic and Gulf States, and known as the Richmond and West Point Terminal system, which had been brought to its then desperate condition largely through unscrupulous methods of financiering and insecursable mismanagement, was confided of the desperate financial situation, very little progress was made until the winter of 1894. On February 20th of that year, a modification of their original plan was announced by Messrs. Drexel, Morgan & Co. Its terms were accepted by the great majority of the security-holders, and after majority of the security-holders, and after some little further delay the reorganization was successfully carried through. The various roads of the system were sold out and repurchased by a new corporation, known as "The Southern Railway Company," whose charter was granted by the Virginia Legislature. This company has purchased at foreclosure sales some 3,159 miles of road, and has assumed the operation of some 1,244 miles additional under leaseholds and other agreements, so that the company is now operating a total of about 4,494 miles of road. The new company has provided for the rating a total of about 4,494 miles of road. The new company has provided for the issuance upon the new property of about \$120,000,000 new consolidated-mortgage 5 per cent. bonds, of which \$78,080,000 are to be reserved to retire outstanding obligations, etc., of the old companies; \$21,911,000 new bonds to be issued at once, and \$20,000,000 to be reserved for future extensions and additions to the company.

The plan also provided for the issuance of \$50,000,000 new 5 per cent. preferred stock, and about \$125,000,000 common stock. The fixed charges for interest, etc., on

The fixed charges for interest, etc., on the reorganized system will amount to about \$4,700,000 in 1895, and about \$5,400,000

in 1896.

The gross and net earnings of the 4.404 miles of road for the past five years, ending June 20th, according to a statement recently published by Messrs, Drexel, Morgan & Co., have been approximately

Gross Net Earnings, Earnings. \$21,478,000 \$6,729,000 20,409,000 6,012,000 19,487,000 5,257,000 17,777,000 4,407,000

Much credit is due Messrs. Drexel, Morgan & Co. for the great measure of success which has attended their splendid efforts in the upbullding and reorganization of this important system, and it is believed the future will still further vindicate their good judgment and attest the correctness of the theory upon which the plan has been carried out.

THE CHESAPEAKE AND OHIO. THE CHESAPEAKE AND OHIO.

The Chesapeake and Ohio Railway The Chespeake and Ohio Rallway Company now operates and controls 1,362 miles of main line, 68 miles of second track, and 449 miles of sidings. The mileage of main track was increased 28 miles in the last fiscal year by construction of branches. For the year ending June 30, 1894, its gross earnings were 8,044,109; net earnings, \$5,016,999; interest charges, etc., \$3,002,999; surplus, \$14,060. Ratio operating expenses to gross earnings, 67 per cent., against 69 per cent. In 1893, and 75 per cent. in 1891 and 1892. The average tons of freight hauled per train mile increased from 282 tons in 1893 to 501 tons in 1894. The rate per ton per mile decreased from 5.11 mills to 4.78 mills.

mills.

The decreased from the year in movement of coal, lumber, and iron is reported at 610,561 tons, involving a loss of over three quarters of a million dollars in gross earnings. The reduction in output of coal and coke was 422,561 tons.

That the company has been able to earn more than its fixed charges in the past unusually severe year is gratifying, and it is not likely that the company will be put to such a strain as it has just gone through to many years to come. The coal strikes along the line of the road during the sast fiscal year, lasting altogether nearly one hundred days, added to the unfortunate effect of the pante in reducing the company's earnings.

panlo in reducing the company's earnings.

The gross earnings of the Chesapeake and Ohlo company for the five months ending December 1, 1894, were \$4,200,025; net earnings, same period, \$1,446,716.

The capital stock of the company is \$20,872,400; bonded debt, \$6,191,81; bills payable June 50, 1894, \$1,802,598, incurred in its steamship investments and in betterments and construction on the road, against which it held in its treasury, \$2,241,000 4½ per cent bonds, preferring to incur floating debt in this way rather than sell bonds during the period of financial depression.

The new steamship line from Newport News to Liverpool, inaugurated in 1893, has been instrumental in building up an excellent export trade for the Chesapeake and Ohlo company. This new line is

THE NORFOLK AND WESTERN.

The mileage now owned by the Norfolk and Western Railroad Company is about 1,31 miles. The company also operated under leases about 28 miles additional, making a grand total operated for the year 184 of about 1,557 miles. The company has not, during the past year, undertaken the extension of its system or the construction of new miles of road, but the year has been marked by the inauguration of one or two new steamship lines running from Norfolk to Liverpool. The Norfolk and North American Steamship Company, Limited, is the corporation through which this new business is to be conducted. It has been formed for the purpose of building a fleet of modern cargo steamers to fully provide for the growing trade of Norfolk. The first of the fleet, the "Lambert's Point," has already made its initial trip to Liverpool. The second steamer, probably to be called the "Pinner's Polat," is to be ready some time in the spring.

Postage stamps, envelopes, and cards stamps, envelopes, and envelopes, and periodical stage stamps and periodical stage stamps stamps stamps stamps stage stamps st

terior can count with certainty on their goods going forward at a specified time, instead of, as heretofore, having to wait the doubtful arrival of chartered ships. The capital of the new steamship company is 1200,000—\$1,000,000. The gross carnings of the Norfolk and Western for the year ending June 20, 1894, were \$8,810,000; net earnings, \$3,040,000. Gross earnings for ten months ending November 1, 1894, \$8,852,000; net earnings, \$2,216,000.

Domestic money orders issued... RICHMOND, FREDERICKSBURG AND Length of road, 85 miles. The gross craings of this company for the year adding July 1, 1894, amounted to \$273,519; ne: earnings over operating expenses, \$230,263; interest, dividends, etc., received, \$12,121; net revenue, \$24,484; interest, dividends, &c., \$241,935; balance to credit. profit and loss, \$549.

The gross earnings for four months to November 1, 1894, \$220,029; net earnings. \$73,970; increase over corresponding period of last year, in gross earnings, about

Gross revenue per mile, in 1890, \$4,043; Of the aboveof 3½ per cent, has been declared, payable January 2, 1895, on the company's com-men stock and dividend obligations, which are all exempt from taxation.

The gross receipts for this company for the year ending June 30, 1894, amounted to \$372.800; net revenue, \$125.284; surplus over interest charges and dividends, \$23,745. The president, in his annual report, say, that the road-bed, works, and equipment and all the property have been kept up to Atlantic-Coast Line standard, and that trains can now be run seventy miles an hour with maximum safety on the main lines of this system. A dividend of 3 per

cent, on the capital stock of this company is payable January 2d. PETERSBURG RAILROAD COMPANY The earnings of the Petersburg Railroa great business depression which has ex-isted, have been quite gratifying. The gross earnings for the year amounted to \$50,599; net revenue after the expenditure of \$48,892 for new seventy-pound steel rails and other permanent improvements, all of which was charged to operating expenses, were \$169,311. The road is now laid with seventy-pound steel rail from end to end. seventy-pound steel rail from end to end, and is in excellent physical condition. The construction of the six-mile belt-line at Petersburg is just about completed. The completion of this belt, it is understood, reduces the maximum grade on the whole Atlantic-Coast Line to thirty feet to the mile, and is calculated not only to reduce the expenses of the company, but will also add materially to its revenue. will also add materially to its revenue

The company has paid dividends on both common and preferred stock for some years past, and a semi-annual dividend of 3 per cent. is payable January 2, 1835, on both common and preferred stock, out of the earnings of the past six months.

The cross earnings for the four months. The gross earnings for the four months ifol.784; net earnings, \$73,043—an increase in gross earnings of \$2.43, and in net earnings of \$2.150 over the corresponding period last year. The company is, at the present time, earning at the rate of about 10 per cent, on its entire capital

Richmond: A. R. Courtney, special com-missioner, to John W. Cary, 39 feet on west side Cherry street, near Albemarle, \$657.50; Vernor Garner to John W. Thomp-son, personalty, \$159; M. T. Newton's executor and others to Clara H. G. Beirne, 20 1-6 feet on Grace street north-east corper, Sixth \$2000.02; W. P. Bohrse ecros of wood at Quinton, \$230.77; C. G. Schwalm and wife to Anton J. Staude, 50 feet on Main sireet northwest corner Morris, and one half interest in 25-1-2 feet on Rocketts street, \$5,000; William H. Palmer, trustee and special commissioner, to David M. Lea, 170-7-12 feet on Hanger street northwest corner Rowland, \$1:

W. Kirk Matthews, to James H. Barton, lots 10 and 11 in block 7, and lot 25 in block 8, Brookland Park, \$5; B. H. Nash, special commissioner, to James H. Crenshaw, 59 acres near North-Run church, \$500; W. J. Tyler and wife to James H. Barton, lot 6 in block 28, Bar-ton Heights, \$750.

Horses Must Be Protected.

Horses Must Be Protected.

During the present cold snap the officers of the Society for the Prevention of Cruelty to Animals have been very busy looking after horses that are exposed to the weather and not properly cared for. President Wood instructed Agent Taylor to look particularly after the teams used for transient hauling. As a rule these animals are not the best kept in the city. When not at work they are kept standing on the street in all kinds of weather, and it is around these beasts that the Society for the Prevention of Cruelty to Animals has thrown its warm blanket of protection, and will compel the owners to properly care for. These were not the only animals, however, that were found unblanketed. At a fashionable Franklin-street entertainment some of the blooded stude of the wealthy were found hitched to fine carriages but shivering in the cold.

No arrests were made, but the drivers were admonished, and if teams are found exposed in severe weather in the future the drivers will also keep his eye on the teams that attend the germans to be given this week.

given this week.

(Cincinnati Tribune.) Watts: What made you withdraw your money from the Holdlight Bank?
Potts: Haven't you seen its latest advertisement? It claims not only a fire-proof building and a burglar-proof safe, but it also claims to have a book-keeper-proof system of keeping accounts.

Marked Down. (Chicago Inter-Ocean. Miss Bargainhunter: You are sure these shoes have been marked down?
Clerk: You can see the old mark of \$2; that was when they were 5's; now we've marked them down to No. 2's, and are selling them at \$5.

Pure. Safe. Prompt. Sure. Pleasing. Speedy.

Allcock's Porous Plaster

is all this and more, too. The best external remedy known for every form of ache or pain resulting from colds, coughs, sprains, strains, rheumatism or neuralgia. Never be Satisfied with any but ALL COCK's. Ee not deceived by misrepresentations

Allcock's Corn Shields, Allcock's Bunion Shields, Have no equal as a relief and cure for corn and busions.

Brandreth's Pills relieve indigestion, bowel, liver and, sidney trouble. Absolutely pure. BUSINESS OF THE POST-OFFICE.

The Sale of Stamps Much Larger Than in 1893—The Stations.

The Richmond post-office did a good business in 1894. There was a gratifying increase in the sale of stamps and cards, and in the receipts from postage on

sale of stamps since the first of September, when they were opened.

The sale of postal notes was stopped July 1st. This accounts for the apparent falling off in that special feature of the money-order department.

THE YEAR'S RECEIPTS.

The following statement shows the re-ceipts of postal funds from all sources for 1894:

age 8,023 82
Box rent 2,983 29
Mi scellaneous 25 69
Postal deposits from other offices 26,473 63

This is the record of the money-orde

Fees on same International money orders issued

Of the above—
Station A, 404 west Broad street, issued 671 money orders; \$5,067.97 amount of same; \$40.29 fees on same.
Station B, 2438 east Broad street, issued 258 money orders; \$2.460.72 amount of same; \$19.85 fees on same.
Sub-Station, No. 1, 501 west Main street, issued 21 money orders; \$318.38 amount of same; \$4.97 fees on same.
Sub-Station, No. 2, 607 Louisiana street (Fulton), issued 104 money orders; \$589.28 amount of same; \$5.41 fees on same.
DECISTERED LETTER DIVISION.

REGISTERED-LETTER DIVISION.
For this branch of the office these ar

Letters and parcels received for trans-nission in mails: Foreign 843
Parcels 2,796
Official letters 382 Total 27,797
Registered packages received in transit 102,748 Of the above received for transmission

PIECES OF MAIL DISPATCHED. From First Class. All Other. Total.
Main office . 14,257,839 6,495,754 29,744,584
Station A ... 294,197 90,890 384,997
Station B ... 79,015 25,408 104,423 Total14.631,042 6.602,962 21,224,004 OFFICERS AND CLERKS. William H. Cullingworth, postmaster;

Lewis D. Crenshaw, Jr., assistant post master; Mrs. Annie T. Donnan, general business clerk; Peachy G. Harrison, su-perintendent money-order department; Stephen A. Ellison, Jr., chief clerk money-Henry F. Archer, clerk registry division; Arthur W. Lee, stamp clerk; Frank P. Burke, superintendent city delivery; Cabell Thompson, assistant superintendent city delivery; Hay T. Thornton superintendent Station A; James D. Redwood, superintendent Station B; Clinton A. Boyce, general delivery clerk; William Wallace Rowe, box clerk; Samuel Crane, box clerk; James Kane, distributing clerk; Edward E. Bernard, night stamp and box clerk; William T. Wright, miscellaneous and night distributing clerk; Frank M. Reade, clerk in charge of Sub-Station 1; Robert L. Harrison, clerk in charge of Sub-Station 2; Henry Austin, iantior.

MAILING DIVISION.

John G. Fitzgerall, superintendent of mails; Richard C. Bolling, Reuben T. Broaddus, Benjamin C. Brothers, Andrew J. Brown, William C. Brown, Edward R. Carter, Charles Goodloe, John M. Gordon, R. Emmett Harris, William H. James, William D. Kerns, Charles T. Kertley, Robert A. Paul, George F. Rowley, Ben jamin W. Russell, John W. Sims, George E. Tayloe, Luther M. Turner, and Luther H. Welsiger, clerks; Thomas M. Fendley, dispatcher of mails.

LETTER-CARRIERS. MAILING DIVISION.

LETTER-CARRIERS.

J. Dudley Barnett, No. 5; James H. Barrett, No. 24; Albert L. Bradley, No. 42; Augustus C. Brown, No. 41; Charles B. Brooks, No. 2; James S. Burke, No. 18; William H. Burkert No. 28; Leroy F. Carter, No. 40; Moses H. Carter, No. 1; William G. Cavedo, Nc. 27; Charles R. Chiles, No. 23; John R. Chiles, No. 17; Edwin P. Colir., No. 7; Robert L. Curtis, No. 11, Charles Devoto, No. 32; Philip Dorsam, No. 29; R. Bruce Evans, No. 13; William W. Fields, No. 10; Julian F. Green, No. 27; Andrew J. Guerpillon, No. 18; George 3; Hall, No. 43; Edward S. Holmes, No. 22; William E. Hope, No. 21; James B. LETTER-CARRIERS.

6; J. Wesley Jones, No. 29; John A. Moore, No. 21; Loterso J. Monroe, No. 44; Thomas J. McDonald, No. 4; John H. Nagle, No. 16; Thomas O'Conner, No. 14; Andrew McA. Parker, No. 20; Robert D. Rowlett, No. 25; William J. Ryan, No. 12; Adolph J. Bchleicher, No. 3; Charles E. T. Bteward, No. 45; R. Beecher Taylor, No. 35; Hiram W. Tyler, No. 16; Walter H. Tyree, No. 30; Lewis S. Wassmer, No. 46; Thomas J. Wood, No. 35; Charles W. Woodward, No. 33; Jacob F. Wright, No. 3.

THE CITY'S WORK FOR THE POOR. The Year's Exhibit from the Almshou

the Relief of the Poor, composed of Messrs. W. J. McDowell (chairman), E. P. Reeve, E. M. Noble, George McD. Blake, Evan Snead, R. S. Brock, James T. Ferriter, M. Filmore Seay, and John

T. Ferriter, M. Egimete Scar,
The officers of the institution are
Richard W. Carter, superintendent; N. B.
Grooms, first assistant superintendent;
Herman Paul, second assistant superintendent;
John G. Trevilian, physician in charge; Florence W. Macdougall, matron, Number of inmates admitted, dis-charged, and died at the almshouse from January 1, 1894, to December 29, 1894; WHITES.

Admitted-Males, 188; females, 101; children, 32. Total, 321. Discharged—Males, 160; females, 89; children, 20. Total, 269. Died—Males, 24; females, 11; children, 8. Total, 43.

COLORED. Admitted—Males, 157; females, 151; children, 45. Total, 263.
Discharged—Males, 115; females, 116; children, 42. Total, 273.
Died—Males, 45; females, 29; children, 3. Total, 77.
Total number remaining at same date:
White—Male, 65; female, 48; children, 6.
Total, 119.
Colored—Male, 59; female, 60; children, 7. Total, 77.

Grand total, 245, being 15 more than at the same date last year.

During the year 10 white and 29 colored children were born in the institution; 4 white and 3 colored children have been adopted; 2 white children placed in the Female Humane Association, and 5 colored children placed under the care of St. Joseph's church, of this city.

Department Out-Door Poor. Relief of the Poor, has furnished relief to out-door poor from January 1, 1894, to December 29, 1894, as follows: Rations—Cornmeal furnished, 8,304 bush-els and 26 pounds; cornmeal furnished last year, L448 bushels and 46 pounds. In-crease over last year, 2,855 bushels and 10 pounds.

Wood furnished, 954 cords; wood fur-Wood Turnished, as Cords. Increase over last year, 647½ cords.

Coke furnished and paid for by the Committee for the Relief of the Poor, but distributed by the ladies of the City Mission, 35.890 bushels.

Medicines-Prescriptions from the city dispensaries, exclusive of Medical College, 5.992; prescriptions furnished last year, 5.252. Decrease from last year, 159.

Number of coffins furnished, 242; number of coffins furn

furnished last year, 214. Increase over last year, 28.

Number of burials furnished, 241; number furnished last year, 233. Increase over last year, 8. . Number of ambulance signals answered, 667; number of signals answered last year, 701. Decrease from last year, 34. Of the 667 ambulance calls 256 were to white and 411 to colored patients.

Drs. Nicholas J. Worthington and Ed-ward L. Whittemore are the resident physicians in charge.

The Richmond Grain and Cotton Exbian building, Thirteenth and Cary streets, was incorporated June 14,

13.588 bushels; miscellaneous, L481 bushels; Total, 3.244.534 bushels, an increase of 790,100 bushels over the year ended December 31, 1893. Flour, 181,704 barrels, a decrease of 66,733 barrels. Mill offal, 194 RICHMOND PRODUCE EXCHANGE.

RICHMOND PRODUCE EXCHANGE.

The Richmond Produce Exchange, chartered June 29, 1833, meets the first and third Tuesday afternoons in each month in the rooms of the Grain and Cotton Exchange. Officers for the year ending April 39, 1835: President, R. T. Briggs, Esq.; First Vice-President, C. E. Richards; Second Vice-President, William Spratley; Secretary and Treasurer, Captain B. A. Jacob. Directors—W. W. Spratley, W. F. Hudson, George M. McMinn, O. D. Howard, and Joseph Wallerstein.

The Society of the Colonial Wars in Virginia has been organized, with the follow liam G. Cavedo, No. 27; Charles R. Chiles, No. 23; John R. Chiles, No. 17; Edwin P. Colir, No. 7; Robert L. Curtis, No. 11. Charles Devoto, No. 32; Philip Dorsam, No. 29; R. Bruce Evans, No. 13; William W. Fields, No. 16; Julian F. Green, No. 27; Andrew J. Guerpillon, No. 19; George 3. Hall, No. 43; Fdward S. Holmes, No. 21; James B. Horner, No. 8; Walter H. Hudson, No. 25; Reuben J. James, No. 34; James G. Jennings, No. 31; Charles Johnson, Jr., No.

Hints or Kicks? Which?

You can have a happy experience, coming from hints-or a sad experience, coming from kicks. Now in the matter want the happy experi-the hints that Pearline of cleanliness, if you ence, take gives. Use Pearline for washing (all kinds of washing) and you have economy and safety. Is ease, a hint in the fact that hunthere dreds of millions of pack-Minist T ages of Pearline have been used, and the sale increases? But if you want sad experience, take the old-fashioned way with soap, and rubbing and scrub-bing. That's hard for you, and for the things that you wash. It's all rub, rub,

rub-in other words, it's the experience based on kicks. Beware "this is as good as" or "the same as Pearline." IT'S FALSE—Pearline is never peddled, if your grocer sends you an imitation, be honest—send it back.

PRICES FOR THE HOLIDAYS.

CARPETS,

LACE CURTAINS, WALLPAPER, LINOLEUMS, PORTIERES, WINDOW-SHADES, OIL-CLOTHS,

G. W. ANDERSON & SONS, 1204 East Main Street. [bb 16-Th, Sa&Tu3m]

L. Z. MORRIS, VICE-PRESIDENT, R. A. PATTERSON, PRESIDENT. JAMES M. BALL, CASHIER.

corner Eleventh and Main streets, IN NATIONAL BANK OF VIRGINIA BUILDING. .

CAPITAL\$100,000 SURPLUS. 40,000
Sums of \$1 and upwards received and interest allowed, OPEN DESCOUNTED.

Open daily from 9 A. M. to 3 P. M. Saturdays till 6 P. M. SuTu&Th NEGOTIABLE PAPER DISCOUNTED.

Poor Pie

is responsible for many of man's (and woman's) physical woes—but the pie needn't be poor, and it may bring joy instead of woe. How? Use nothing but COTTOLENE for shortening and the pie crust will be delicate, flaky, delicious, and so healthful that even a

dyspeptic can eat freely of it and be comfortable. COTTOLENE can't be equalled as a shortening, and is absolutely healthful. Genuine has this trade mark on every pail. Take no other. THE N. K. FAIRBANK COMPANY.

ST. LOUIS and CHICAGO.

SPECIAL SALE! SPECIAL SALE!! SPECIAL SALE!!! Timely Opportunity Is Here Offered to Buy Substantial and Valuable New-Year's Presents at Surprisingly Low Prices at

M. MEYER & BROTHER'S. THE LARGEST BROAD-STREET JEWELLERS.

COMMENCING MONDAY, DECEMBER 31st,

we will inaugurate the GREATEST CUT-PRICE SALE on Elegant Diamonds, Fine Decorated Gold Watches, Rich, Artistic Solid Gold Jewolry, Storling and Quadruple Silverware, Pearl Opera-Glasses, Imported Bronzes, Clocks, Gold-Heal Canes, &., &., e.c., ever known in Richmond.

Cost no object. Everything goes at this sale.

500 Sterling-Silver Thimbies, 25c.; 200 Sterling-Silver Umbrella Straps, 25c.

All mail orders sent registered.

A. M. MEYER & BROTHER, Diamond Merchants and Jewellers, 523 Broad street - - - Between Fifth and Sixth.

VIRGINIA TRUST COMPANY.

CAPITAL, - - - \$500,000. SURPLUS, - - - - \$60,000.

J. B. PACE, President. MANN S. QUARLES, Vice-President.

JOHN MORTON, Secretary and Treasurer. R. L. TRAYLOR, Manager Insurance Department CHRISTIAN & CHRISTIAN, Advisory Counsel. WILLIAM ELLYSON, Abstract Lawyer. This Company under its charter can accept and execute trusts by will or otherwise in any to of the State, become executor, administrator, assignee, receiver, guardian, trustee, &c., act in any fiduciary capacity in which an individual can act.

Acts as trustee under mortgage for railroads and other corporations; negotiates the bonds of cities, towns, counties, and corporations.

Negotiates and makes loans on first-class property or approved collaterals, accepting nothing that is not good beyond question as to title and value.

Offers to investors Real Estate First-Mortgage Five- and Ten-Year 6 Per Cent Gold Bonds, principal and interest guaranteed.

principal and interest guaranteed.

Issues bonds for the fidelity of employees and becomes surety for performance of trusts, contracts, &c.

Kents safety-boxes and stores articles of value in its storage-vaults. These vaults combine
every modern approved method of construction, having the best of time-locks and guarded by
watchmen, the building being entirely fire-proof.

As agents for fire- and life-insurance companies this Company can offer you, free from tariff
restrictions, sale and satisfactory insurance against fire, or can turnise you with a policy on your
life in the "old reliable" NEW YORK LIFE-INSURANCE COMPANY, than which more can offer
more satisfactory terms or provide you with better security.

Since Christmas we have been selling a slew of Bicycles each day. That

854 BICYCLE

has brought us two and three customers for each one sold, which will mean an early depletion of the stock. We have them for Men and Ladies. Tuttion free. THAT \$35 BOYS' AND GIRLS' BICYCLE

is still selling largely and we have great difficulty in keeping stock.

Large stock of Peck & Snyder's celebrated ICE SKATES. Skates hollowground for 25c, per pair. Bring yours in early so you'll have them right when Ar. Elberton 2504 P.M. 231 A.M.

Ar. Albeville 12:45 P.M. 12:57 A.M.

Ar. Abbeville 23:45 P.M. 12:57 A.M.

Ar. Abbeville 25:4 P.M. 12:57 A.M.

Ar. Abbeville 25:4 P.M. 12:59 A.M.

Ar. Elberton 25:4 P.M. 12:51 A.M.

A. K. & C. E. SCHAAP,

[de 30-Su,Tu&Th] 519 East Broad Street. Phone 888.

Having Determined
TO CLOSE OUT MY ENTIRE STOCK OF

CONSISTING OF ALL TRIMMED AND UNTRIMMED HATS AND BONNETS.

BIRDS, FEATHERS, AIGRETTES, JETS, AND RIBBONS. I will offer them at PRICES that will astonish all.

MRS. B. W. COSBY, 307 EAST BROAD STREET.

JAMES W. MARTIN

JAMES W. MARTIN,

WHOLESALE AND RETAIL

FURNITURE AND MATTRESSES.

ADVANTAGES OFFERED:
ONE OF THE LARGEST STOCKS IN THE SOUTH to select from (twelve floors).

PROMPTNESS IN FILLING ORDERS, as we carry a stock sufficiently large to enable us to fill orders of any size without delay.

OUR LONG EXPERIENCE in the business enables us to offer the most reliable goods at the lowest prices.

Kos. 1214 and 1216 Main, extending through to No. 2 Governor street.

Presents suitable to give to anybody can be found in my assortment, which is the largest and most complete in the city. This is a little list of what I have:

Rockers of every description, from the little wood rocker for the baby up to the largest size Comfort, Deaks and Chainsts, Couches and Lounges, Chiffonnieres, Ebookeases, Sudeboards, Tables and Chainsts, Couches and Lounges, Chiffonnieres, Ebookeases, Sudeboards, Tables and Chainsts, Couches and Lounges, Chiffonnieres, Ebookeases, Sudeboards, Tables and Chainsto, together with an enormous stock of CHAMBER AND PARLOR FURNITURE.

CHAMBE

Call and you will surely be convinced that I have the LARGEST STOCK and that MY PRICES ARE RIGHT.

DAFFRON, V ILLIAM FACTORY NORTH FIFTEENTH STREET.

Finest Candies **OBTAINABLE FOR 35C.**

We've reduced our 60-cent Mixture to 35c, a pound for the next thirty days. It's to introduce it. You can't ? have better Christmas Candies. They're the purest, 8 most delicious confections any money will buy. Try a

de 16-Su, Tu&Th3m

B. J. BEAR, Main St. JEWELLER AND OPTICIAN. BARGAINS IN

MATCHES, DIAMONDS, JEWELRY, SILVERWARE, CLOCKS, LAMPS, BRIC-A-BRAC.

150 14K, GOLD FILLED WATCHES, Elgin and Waltham make, warranted to wear for twenty years, at \$11, \$12, \$13, \$14, and \$15 cach—worth double.

DIAMOND RINGS, PENDANTS, EARRINGS, STUDS, and SCARF-PINS at a bargain.

1 have purchased the above goods from a manufacturing concern retiring from business. Call and secure a bargain.

Specialties in BRIDAL PRESENTS, in solid silver and imported ornaments.

DR. F. WEIDENFELT has charge of my OPTICAL DEPARTMENT. He has had years of experience in New York city. Examination FREE.

B. J. BEAR, 1411 E. MAIN STREET.

B. J. BEAR, 1411 E. MAIN STREET.

E. T. M. YERS, General St. pt.

T. M. EMERSON, Tre the Manager.

T. M. EMERSON, Tre the Manager.

T. M. EMERSON, Tre the Manager. WATCHES, DIAMONDS, JEWELRY, SILVERWARE, CLOCKS, LAMPS, BRIC-A-BRAC.

BAILROAD LINES CHESAPEAKE

SOUTH OF 10 RAILWAY EFFECTIVE DECEMBER 2, 1894. TRAINS LEAVE RICHMOND, BROAD-STREET STATION.

TRAINS LEAVE RICHMOND.

STREET STATION.

STORY

Norfolk, Portsmouth, Old Point, Newport News, and local stations.

STORY

STORY Accommodation for Charlottesville.
Daily, for Cincinnati, with
Pullman to Hinton, and Gordonsville to Cincinnati and
Louisville. Meals served on
Dining-Cars. Connects at Coving' on, Va., on Mondays,
Wednesdays, and Saturdays
for Virginia Hot Springs.

TRAINS LEAVE EIGHTH-STREET
STATION.

8:45 A. M. Daily, for Lynchburg and Clifton Forge. Connects at Bremo, except Sunday, for Rosney; at Lynchburg daily, with Norfolk and Western for the Southwest, and with Southern Railway for North and South; at Balcony, daily, for Lexington and at W. Clifton Forge.

TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION. 8:20 A. M. Daily from Cincinnati. Point.
2:20 P. M. Daily, from Cincinnati and
Louisville.
C:50 P. M. Daily from Norfolk and Old
Point.
8:00 P. M. Except Sunday, from Clifton
Forge. TRAINS ARRIVE EIGHTH-STREET STATION. 8:45 A. M. Except Sunday, from Colum-

Ar. Durham

Ar. Atlanta ...

18, 1894.

STATION.

ATLANTIC COAST LINE,

ROAD TIME-TABLE.

TRAINS SOUTHWARD.

TRAINS NORTHWARD.

*Daily. STOPPING PLACES.

6:90 P. M. Datly, from Lynchburg, Lexington, Va., and Clifton Forge. JOHN D. POTTS, Oc. 6 Division Passenger Agent.

CEMBER 23, 1894. No. 463, No. 23, Daily, Daily, Day, AND POTOMAC RAILROAD.

Lv. Richmond 12:33 A.M. 9:36 A.M.
Lv. Peters'bg (Union Station) 1:05 A.M. 9:50 A.M.
Lv. Peters'bg (Washington street) 1:13 A.M. 10:90 A.M.
Ar. Weldon 2:38 A.M. 11:51 A.M.
Ar. Henderson 4:04 A.M. 1:52 P.M. Ar. Raleigh 5:17 A.M. 3:30 P.M.
Lv. Raleigh 5:22 A.M. 3:50 P.M.
Ar. Southern Pines. 7:10 A.M. 6:27 P.M.
Ar. Hamlet 7:54 A.M. 7:25 P.M.
Ar. Wadesboro' 8:27 A.M. 8:10 P.M.
Ar. Monroe 9:23 A.M. 9:00 P.M. 10:00 A.M. 10:00 P.M. Lv. Monroe 937 A.M. 920 P.M. Ar. Chester 10.51 A.M. 10.50 P.M. Ar. Clinton 12:04 P.M. 12:10 A.M. Ar. Greenwood 12:48 P.M. 12:57 A.M.

M. Pullman-Car to Washington.
Leaves Byrd-Street Station daily, except Sanday. Stops at Kiba. Ashland. Doswell, Mil-ford, Fredericksburg, Brooks, and Wilewater. Arrives at Washington et 3.45 P. M.; Baltimore, 5.24 P. M.; Philadelphia, 759 P. M.; Also, connects with Congressional Limited, arriving Ealtimore 4.54 P. M., and New York, 298 P. M. Buffet-Parlor-car to Washington, Leaves Byrd-Street Station daily. Sleeper Richmond to New York and Washington to Philadelphia. Stops at Elba.

Buffet Sieepers, Richmond to Adahta. Close connections at Atlanta for New Orleans and all points South and South-west; and at New Orleans with the Southern Pacific and Texas and Pacific rallroads to all Texas points, No extra charge on "Vestibuled Trains."

ARRIVE RICHMOND.

No. 402, "Atlanta Special Vestibuled Limited Train," 6.50 A. M., daily.
No. 78, Mail and Express, 6.55 P. M., daily.
For tickets, Pullman reservations, &c., apply to H. D. Owen Ticket Agent, Byrd-Street station; Richmond Transfer Company, 901 east Main street, and Company's Office, 836 east Main street.

JOHN H. WINDER,
General Manager,
T. J. ANDERSON,
General Passenger Agent. General Passenger Agent, H. M. BOYKIN, City Passenger Agent, 836 east Main street. de 23

Pullman-ears from New York
and Washington Leaves
Washington at 350 P. M.
Does not stop at Elba.
Arrives at Byrd-Street Station
daily. This is the famous Congressional Limited from New
York to Washington, leaving
New York at 220 P. M. daile.

LEAVE RICHMOND, BYRD-STREET FREDERICKSBURG ACCOMMODA-TION. DAILY EXCEPT SUNDAY.

DAILY EXCEPT SUNDAY,
4:00 P. M. Leaves Byrd-Street Station.
Arrives at Fredericksburg at
6:00 P. M.
8:30 A. M. Arrives at Byrd-Street Station. Leaves Fredericksburg
6:00 A. M.
ASHLAND TRAINS.
DAILY EXCEPT SUNDAY.
6:42 A. M. Leaves Elba. Arrives at Ashland at 7:24 A. M.
6:20 P. M. Leaves Elba. Arrives at Ashland at 7:12 P. M.
6:40 A. M. Arrives at Elba. Leaves Ashland at 6:00 A. M.
6:04 P. M. Arrives at Elba. Leaves Ashland at 5:18 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS, Gen'l Sun't. no 16

DEPARTURE OF STEAMERS. PHILADELPHIA, RICH-STEAMSHIP COMPANY.

Appointed sailing days: Every TUES-DAY and FRIDAY at 1 P. M., and every SUNDAY at 5 A. M.
Freight for Tuesday's and Friday's steamers received till sailing hour; for Sunday's steamer till 5 P. M. Saturday.
Freight received daily until 5 P. M.
Pare, 36.
For further information apply to
J. W. McCARRICK,
General Southern Agent; office, Rocketts.
W. P. CLYDE & CO.,
oc 6 General Agents, Philadelphia.

RICHMOND AND PETERSBURG RAIL-

Commencing SUNDAY, NOVEMBER 18, 1894, 9 A. M., trains on this road will run DAY, and Fittinar at 5 o'clock P. M. Manifest closed one hour before sailing time. steamers leave New York from Pier 25, Leave Arrive
No. Richmond. Petersburg.
46 | 2409 A.M. 931 A.M. | Norfolk special.
22 | 930 A.M. 930 A.M. | Through train.
43 | 225 P.M. | 342 P.M. | Accommodation.
43 | 1233 A.M. | 1.95 A.M. | Atlanta | Special.
51 | 518 P.M. | 535 P.M. | Norfolk train.
55 | 77.11 P.M. | 7.46 P.M. | Fast express.
33 | 11.49 P.M. | 12.25 A.M. | Accommodation. No. Petersburg. Richmond.
32 1 2:45 A.M. 3:49 A.M. Past mail.
39 17:35 A.M. 8:25 A.M. Accommoda'n.
31 10:25 A.M. 8:25 A.M. Norfolk train.
42 10:25 A.M. 8:30 P.M. Alanta special.
42 17:25 P.M. 8:20 P.M. N. & W. con't'n.
8 15:33 P.M. 6:35 P.M. Through train.
46 18:29 P.M. 7:00 P.M. Norfolk special.

Round-trip tickets, good for thirty days
days
14 of
Scerage fare, with subsistence... 6 of
Steerage fare, without subsistence... 5 of
Tickets on saie at Richmond Transfer
Company's, foll east Main street, Chesapeake and Ohio, and Richmond and Petersburg depots, and at company's office,
1301 east Main street, where tickets to
many popular northern watering-places
and summer resorts can be obtained.
Beggage checked through.
Freight forwarded and through bills of
lading issued for points beyond New
York.

Nos. 32, 45, 46, and 35 make no stops.
No. 403 stops on signal at Reams, Stony
Creek, Jarratts, and Belfield. No. 402 stops
on signal at Drewry's Centralia, Chester,
Reams, Stony Creek, Jarratts, and Belfield. Nos. 23, 34, and 78 stop on signal at
Manchest r. Drewry's. Centralia, and
Chester, Nos. 30, 42, 48, 51, and 39 will
stop on signal at all stations.
Pullman Palace Buffet Sleeping-Car on
all through trains. On trains Nos. 29
and 36 Sleeping-Cars between Richmond
and Lynchburg, Va.

NEW LINE TO ATLANTA, GA NEW LINE TO ATLANTA, GA. Leaving Richmond at 12:33 A. M., daily, and arriving at Weldon at 2:48 A. M., and at Atlanta at 5:09 P. M. via S. A. L. Throught sleepers—Richmond to At-

THE ONLY ALL RAIL LINE TO NOR-

RAILROAD LINES.

(PIEDMONT AIR-LINE).

places and all places and North Carolina. WEISIGER. IRVIN WEISIGER. EDWARD E. BARNEY.

BOOK AND JOB PRINTING NEAT-

SOUTHERN RAILWAY

CONDENSED SCHEDULE. IN EFFECT DECEMBER 2, 1894. TRAINS LEAVE RICHMOND, VA.

12:40 A. M., SOUTHERN EXPRESS, dally for Danville, Greensborg, Winston-Saiem, Sleepers Richmond, Va., to Danville and Salisbury, Connects with the Florida Limited (No. 33), carrying sleepers to Augusta, rving sleepers to Augusta. Salinous
Florida Limites
Florida Limites
Tying sleepers to Augustine
Jacksonville, Tampa, and St.
Augustine, and with the
Augustine, and Southwestern
Washington and Southwestern
Washington and Southwestern
Vestibuled Limited (No. 3)

carrying sleepers Darville to
Asheville and Hot Springs, Atlanta, Birmingham, Memphis,
and New Orleans, Connectiona
made at Memphis and New
Orleans for all points in Texas
and California. Richmond passengers can remain in sleeper
and change at Salisbury at
7:30 A. M. Sleeper open for
passengers at 230 P. M.
[2:30 P. M. FAST MAIL, daily, for Atlanta and points South.
Connects at Moseley with
Farmville and Powhatan rallroad; at Keysville for Clarksville, Oxford, Henderson, and
Durham, and at Greensboro'
for Durham, Raielgh, and
Winston-Salem, Carries sleepers New York to Atlanta and
Montgomery, and from New
York to Jacksonville, Parlor,
Car Atlanta to Birmingham.
5:30 P. M., LOCAL, daily, except Sunday,
for Keysville, and intermediate
uoints.

TRAINS ARRIVE AT RICHMOND:

YORK-RIVER LINE, VIA WEST POINT. THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND. TRAIN No. 10, 3:20 P. M. LOCAL EXPRESS, daily Stops at at stations. At Lester Manor con-nects with stage for Walkerton; also, at West Point with York-river steamers for Baltimore. Steamers leave Baltimore at 4 P. M., and West Point 5:30 P. M., daily, except Sunday.

TRAIN No. 44, 6:00 A. M.
LOCAL MINED, daily, except Sunday,
leaves Twenty-third street for West Point
and intermediate points.
Ticket-office at station, foot of Virginia
street. Open from 8:00 A. M. to 8:00 P. M.,
and from 8:00 P. M. to 12:20 A. M.
J. M. CULP,
W. A. TURK,
Traffic Manager. General Pass, Ag't.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent,
JOHN M. BEALL, Travelling Passen
ger Agent, 20 east Main street, Rich
mond, Va.

Schedule commencing
1894.—Eastern standard time:
7:00 A. M. Leaves Byrd-Street Station
daily. Stops at Elba and local stations. Arrives at Washington at 10:45 A. M.; Bailt,
more, 12 noon; Philadelphia,
2:20 P. M.; New York, 4:55 P.
M. Pullman-Car to Washington. Schedule commencing NOVEMBER 13, 894.—Eastern standard time:

Arrives at Byrd-Street Station daily, Sleeper from New York, Stops at Widewater, Broads Predericksburg, Milford, Dos well, Ashland, and Elba, Stope at other stations on Sunday, Leaves Washington at 4:30 A

daily, except Sunday. Stops at local staffons and Elba. Leaves Washington at 10-31 A. M. Buffet - Parlor - car from Washington. Arrives at Byrd-Street Station daily. Stops only at Fredericksburg. Doswell, and Ashland. Pullmanears from New York

Na. W Kurfolk Western R.R. New York at 2:30 P. M. datie. Leaves Washington 8:40 P. M. Stops at Elba and principal local stations. SCHEDULE IN EFFECT NOVEMBER

OLD DOMINION TRI-WEEKLY LINE FOR NEW YORK.

Stoamers leave Rich mond EVERY TUESDAY WEDNES.

Steamers of Richmond every MON-DAY, WEIDNESDAY, and SATURDAY, F. P. M. Passenger accommodations unsurpassed. Cabin fare to New York discluding meaks and berth) via James river, Richmond and Petersburg rail-road, and Chesapaske and Ohio railway 32 02 Round-trip tickets, good for thirty days 14 05

York.

Freight received daily until 5 P. M.
Passengers leaving Richmond on MONDAYS. TUESDAYS. WEDNESDAYS.
THURSDAYS. and SATURDAYS by the
Chesapeske and Ohio railway (via Newport News) at 5:0 A. M., and by the Richmond and Petersburg Railway. Company
(came days) at 5 A. M., will make councetion at Norfolk with steamer leaving
those days.

GEO. W. ALLEN & CO. Agents,
oc 6

VIRGINIA NAVIGATION

V COMPANYS JAMES-RIVER

LINE TO NOTORK, FORESTORE, OIL POINT,
Newport News, Claremont, and Jamesriver landings, and connecting at Oil
Point and Norfolk for Washington, Baltimore, and the North
STEAMER POCAHONTAS LEAVES

MONDAY, WEDNESDAY, AND

FRIDAY AT 7 A. M.

Electric-cars direct to wharf. Fars only
\$1.50 and \$1 to Norfolk, Portsmouth, Old
Point, and Newport News, Music by a
Grand Orchestrion.

Freight received daily for above-named
places and all points in Eastern Virginia
and North BYIN WEISIGER